

**Statement of Michael J. Riley
President
Motor Transport Association of Connecticut
Before
The Joint Committee on Transportation
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MICHAEL J. RILEY
PRESIDENT

I am Michael J. Riley, President of Motor Transport Association of Connecticut (MTAC), a statewide trade association, which represents around 850 companies that operate commercial motor vehicles in and through the state of Connecticut. Our membership includes freight haulers, movers of household goods, construction companies, distributors, tank truck operators and hundreds of companies that use trucks in their business and firms that provide goods and services to truck owners.

On behalf of our membership I would like to offer short comments on several proposed bills on today's public hearing agenda. In many cases it is difficult to understand the meaning of the bill from the title and brief statement of purpose. I would much prefer to be testifying on fully drafted committee bills.

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Proposed S.B. 812 AN ACT CONCERNING PENALTIES FOR "BLOCKING THE BOX:"

This bill is not necessary. It was introduced by Senator McDonald and Representative Wright two years ago. It passed and was signed into law as Public Act 09-171, on June 29, 2009. It requires that a municipality must submit plans and have them approved by the State Traffic Commission. It establishes any violation as an infraction.

MTAC Opposes this Bill

**Proposed H.B. 5951 AN ACT DESIGNATING CERTAIN SECTIONS OF
MUNICIPAL ROADS AS "ACCIDENTS" OR HOT SPOTS"**

And

**Proposed H.B. AN ACT DOUBLING THE FINES FOR MOVING MOTOR
VEHICLE VIOLATIONS IN EMERGENCY RESPONSE AREAS**

Both of these bills establish areas on roadways whereat certain violations could result in increased fines. Before we could support such bills we would need to know how "accident", "hot spot" or "emergency response areas" are defined, how they are designated, what kind of visible evidence of the designation is required, etc. There must be uniform definitions and the designation should be approved by the State Traffic Commission.

MTAC has reservations about these bills.



Proposed H. B. No. 6131 AN ACT INCREASING THE FINE FOR OPERATING A MOTOR VEHICLE WITHOUT SUFFICIENT INSURANCE

This appears to be a reasonable proposal to increase the range and amount of fines for persons operating passenger motor vehicles without the statutorily established minimum insurance coverage.

MTAC Supports this Bill.

Proposed H.B. No. 141 AN ACT INCREASING THE PENALTIES FOR IRRESPONSIBLE DRIVING

It is impossible to know what the definition of "irresponsible driving" might be and therefore we cannot support this bill at this time.

MTAC has reservations about this Bill.

Proposed H.B. AN ACT INCREASING THE MUNICIPAL REVENUE SHARE OF TRAFFIC ENFORCEMENT TICKETS

And

Proposed H.B. 6180 AN ACT INCREASING THE MUNICIPAL SHARE OF FUNDS RECEIVED BY THE STATE FOR MOVING VIOLATIONS

And

Proposed H.B. AN ACT RAISING FINES FOR ALL MOTOR VEHICLE MOVING VIOLATIONS

These three bills would increase the share of traffic tickets revenue paid to towns for tickets written within their boundaries. Currently, towns and cities get \$10 for each ticket. Every year, since the \$10 fee was first established, there are bills introduced to increase the fee. We strongly believe that all fine revenue ought to be deposited in the Special Transportation Fund and not shared with municipalities at all and definitely oppose increasing the amount.

MTAC opposes these three bills.

Proposed H.B. 5271 AN ACT CONCERNING JAKE BRAKES

Jake Brakes are engine compression braking devices which help to slow trucks down, without over heating brake pads. Because of their weight, mass and velocity, trucks can rapidly accelerate on long hills. In fact it is possible to lose control of a truck on downgrades, if gears become stripped or brakes fail. Jake Brakes retard the engine and, combined with down shifting and traditional brakes, all work together to slow or stop trucks.

Jack Brakes are a proprietary product produced by the Jacobs Manufacturing Company which has its corporate headquarters in Bloomfield, Connecticut. Jacobs has offices in Europe, China, Japan and Korea. Jake Brakes are very effective devices and are installed in trucks all over the world. They are important safety devices and should not be banned.

In 2005, Governor Rell signed a bill, sponsored by Senator McDonald, which dealt with Jake Brakes. Section 14h(h)i imposes a fine of \$500 to anyone that tampers with or does not muffle engine compression braking systems.

MTAC opposes this bill.

Proposed H.B. 6152 AN ACT PROHIBITING TRUCKS ON ROUTE136

The state traffic commission is the agency that has the expertise and experience to evaluate the advisability of banning trucks from any roads which connect municipalities. It would be a very bad precedent for the General Assembly to begin to take on this role. Safety is the only reason to ban trucks.

MTAC opposes this bill.